LOW VOLUME VEHICLE TECHNICAL ASSOCIATION Inc

Release of New and Amended LVVTA LVV Standards, Form-sets, and Schedules

This information sheet covers the release and re-release of the following documents:

- Revised LVVTA **Operating Requirements Schedule**
- New LVVTA **LVV Standard 205-00(00) (Wheels & Tyres)**
- Revised LVVTA **LVV Standard 175-00(01) (Seatbelt Anchorages)**
- Revised LVVTA **Certification Threshold Schedule**
- New LVVTA **LVV Form-set FS-023 (Wheels & Tyres)**
- Revised LVVTA **LVV Form-set FS-016 (Seatbelt Anchorage Retrofitting)**

Revised LVVTA Operating Requirements Schedule

The 'Operating Requirements Schedule' first issued last mail-out is a document that is intended to provide you with all the 'rules of the game' in a (relatively) user-friendly language. This has been amended since that original issue to change some of the original requirements, and to expand the document to cover some additional information.

Changes to original information:

We have, with approval from LTNZ, removed the requirement for all LVV certifiers to hold a copy of the LTNZ Compliance and Seatbelt & Seatbelt Anchorage Rules. This was a common downfall at review time, and led us to give further consideration to the question of why LVV certifiers have to have these rules when no other certification groups are required to have them, and when the requirements are contained elsewhere, such as in the In-service VIRM. So as a result, the requirement to hold the rules has been dropped. We well understand that those of you who have recently spent money to purchase them will be frustrated, but that in itself is not a good enough reason to continue to mandate the continued requirement for everyone to hold them when they're not necessary – remember, we're working hard to try and reduce the amount of (non-technically oriented) paperwork.

Also removed is the requirement to hold LTNZ Info-sheets; in time LVVTA will sort out and provide those that are applicable, to be held in your white manual, but they are now dropped as a specific document that is required to be held.

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Fuel system modifications and lighting modifications have been lifted out of Category 1D of the Certifier Category Limitations section and dropped into 1A.

Additional information:

The main part of the change to the document is to expand 'Section 3 – Certifier Category Requirements' to include (as well as Limitations of LVV Certifier Categories) 'Criteria for application as an LVV certifier ', and 'Conditions for appointment of an LVV certifier'. This information sets out what sort of background and experience someone needs in order to be able to apply to become an LVV certifier, and the process that is used to determine if that person is sufficiently skilled and experienced to be appointed.

This revised document takes immediate effect.

This new Operating Requirements Schedule (1st Amendment) is to be inserted into Section 1 of your white LVV Certifiers' Manual, replacing your original version Operating Requirements Schedule.

New LVVTA LVV Standard 205-00(00) (Wheels & Tyres)

We're pleased this one is finally out to you – this is the result of work with various industry and enthusiast groups on and off over the past two years. We know certifiers and modifiers alike are keen to get a set of good legal requirements about issues like thread engagement, spacers, adaptors, wheel widening, and all sorts of other things relating to wheels in particular. The standard contains the answers to the many questions that we are commonly asked about on the general wheel subject. We see this as a very important standard also from the point of view of safety – this is one area where there really can be catastrophic consequences of getting it wrong – and it has happened.

This takes effect on 1 October, and replaces the wheel section (C8) of your FS014 Supplementary Requirements form-set. Note also, that for scratch-built vehicles, this new standard replaces 'Part 5 – Wheels and Tyres' in the NZHRA Code of Construction Manual.

This new standard is to be inserted into Section 2 of your white LVV Certifiers' Manual.

Revised LVVTA LVV Standard 175-00(01) (Seatbelt Anchorages)

The LVV Standard for Seatbelt Anchorages has been re-issued mainly as a result of a new window bar system that has been designed to support retractor lap and diagonal seatbelts. Until now, all the window bar systems commercially available were only ever designed and tested to support static lap and diagonal seatbelts. An upper anchorage for a static lap and diagonal belt is only required to withstand 14 kN, whereas an upper anchorage supporting a retractor belt has to cope with the same forward pull as a static, but also the downward load applied by the retractor mechanism, combining to around 22kN – getting on toward double the loading.

Due to the much lighter loads for a static, the original version of the seatbelt anchorage standard required that a window bar with statics could be mounted anywhere within the window area, whereas a dropper and retractor system attached to the cant rail or a window

bar with a retractor (both required to withstand much greater loads), would have to be fitted within 300 mm from a pillar.

The new retractor window bar system however, has been designed in such a way as to be able to be positioned anywhere within the glazed area, and it has been tested to prove this. Obviously retractor belts are a much more desirable belt in terms of safety, and also convenience in a multi-seat vehicle (most of you would have seen 12 seater vehicles with static seatbelts in all positions, with bits of seatbelt all over the floor). The original version of the standard allows parts of the standard to be varied if an alternative system can be proven to meet the specified loading requirements by calculation or testing, but unfortunately the part of the standard that covered this subject was not one of the parts that could be varied.

So for this primary reason, we've had to amend the LVV Standard by shifting the positioning of these requirements within the standard, in order to allow these new window bars to be used. During the process of amending it we realised how hard the initial version of the standard was to follow in this area, so we've added note-boxes and changed the text to try and make the whole subject clearer. During the approval process by LTNZ, an additional requirement was put in place to require that any such system is first pre-approved by LVVTA, so that will take away the onus on the individual certifier to deal with calculations or test results – all you'll need to see is an LVVTA type-approval certificate that clearly corresponds with the window bar you're presented with.

A few other minor tidy-ups have occurred within the seatbelt anchorage standard while the opportunity presented itself. All paragraphs or clauses or sub-clauses that have been changed from the original version of the standard are identified by a vertical stroke in the left-hand margin. In other words, wherever there is a vertical stroke in the left margin, there have been some changes made to that part of the standard. This new standard takes effect on 1 October 2003.

This revised standard is to be inserted into Section 2 of your white LVV Certifiers' Manual, replacing your original version Seatbelt Anchorage Standard.

Revised LVVTA Certification Threshold Schedule

Note this replaces the document issued June 2003 titled 'Modification Threshold Schedule'.

The name of this document has been changed from 'Modification Threshold Schedule' to 'Certification Threshold Schedule', as its purpose is to determine when *certification* is required – we think this makes a bit more sense.

There are a number of changes that have been made to this document since the original version was issued. The original version was issued to LTNZ for inclusion in the appropriate sections of the VIRM, however, for some reason this transition didn't seem to occur quite as it should have, leaving a number of conflicting statements between the schedule and the VIRM. To resolve this, it has been agreed that wherever possible (providing the intent wasn't lost), the 'Certification Threshold Schedule' would be amended, and those remaining items which we can't change because the statements would then be contrary to our intentions, would be rectified in the VIRM at the next opportunity. Any items which conflict between the schedule and the VIRM have a note explaining the situation.

Please distribute a copy of this schedule wherever possible out to those who have an original version.

This schedule is to be inserted into Section 4 (Charts) of your white LVV Certifiers' Manual, replacing your original version 'Modification Threshold Schedule'.

(Note that the 'Charts' section will be re-named 'Supplementary Information' at some stage in the future).

New LVVTA LVV Form-set FS-023 (Wheels & Tyres)

This form-set relates directly to the LVV Standard for Wheels and Tyres, and is to be used whenever you are certifying a scratch-built vehicle, or a vehicle with non-OE wheels. This takes effect on 1 October.

This new form-set is to be inserted into Section 5 of your white LVV Certifiers' Manual.

Revised LVVTA LVV Formset FS016 (Seatbelt Anchorage Retrofitting)

This form-set relates directly to the LVV Standard for anchorages, and is revised in accordance with the changes made to the LVV Seatbelt Anchorage Standard. This form-set is to be used whenever you are certifying a vehicle with panel-steel type retro-fitted seatbelt anchorages. A scratch-built vehicle, or vehicle with seatbelt anchorages into a rollbar or off a chassis member should still be certified using Part 8.15 of the NZHRA Code of Construction Manual.

This takes effect on 1 October 2003.

This revised form-set is to be inserted into Section 5 of your white LVV Certifiers' Manual, replacing your original version Seatbelt Anchorage form-set FS016.

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